

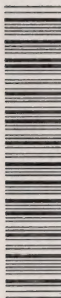
CA1

FS 182

- A 56

Government  
Publications

5-16



3 1761 11764463 3

REPORT  
*of the*  
Harbour Commissioners  
*of*  
Saint John



1932





REPORT  
*of the*  
Harbour Commissioners  
*of*  
Saint John  
For the Year 1932



SAINT JOHN, N. B.  
HOPKINS PRESS LIMITED

COMMISSIONERS

H. C. SCHOFIELD, President

FRANK T. LEWIS

THOMAS NAGLE

OFFICIALS

ALEX. GRAY, M.INST.C.E., General Manager & Chief Engineer

F. D. ALWARD, Harbour Master

R. N. M. ROBERTSON, Chief Accountant



SAINT JOHN HARBOUR COMMISSIONERS

---

SAINT JOHN, N. B.,  
March 1, 1933.

THE HON. ALFRED DURANLEAU,  
Minister of Marine,  
Ottawa, Canada.

SIR:

We have the honour to submit herewith report of  
the Saint John Harbour Commissioners for the year ending  
December 31st, 1932.

We have the honour to be, Sir,  
Yours obediently,

H. C. SCHOFIELD, President,  
FRANK T. LEWIS, Commissioner,  
THOMAS NAGLE, Commissioner.





ENTRANCE TO HARBOUR, 1900. BEACON BAR LIGHT.



## REPORT OF THE HARBOUR COMMISSIONERS OF SAINT JOHN.

---

### FOR THE YEAR 1932

---

The facilities, West Saint John, reconstructed after the fire in June 1931, were in full operation from the first of the year, and on account of the transit sheds and grain conveying equipment being so superior to the previous structures, we were enabled to handle the peak traffic during the winter months without undue delays, notwithstanding that only about 65% of the original accommodation was reconstructed.

The continued decrease in shipping through the port, particularly the exports, can only be attributed to the general depression which is being experienced throughout the world. The export figures were about 20% below those of the previous year. This is largely accounted for by the decrease in the amount of grain exported. There were approximately 180,000 tons of grain in 1932, compared with about 301,000 tons in 1931. The imports, however, were fairly well maintained, being less than 10% below the previous year.

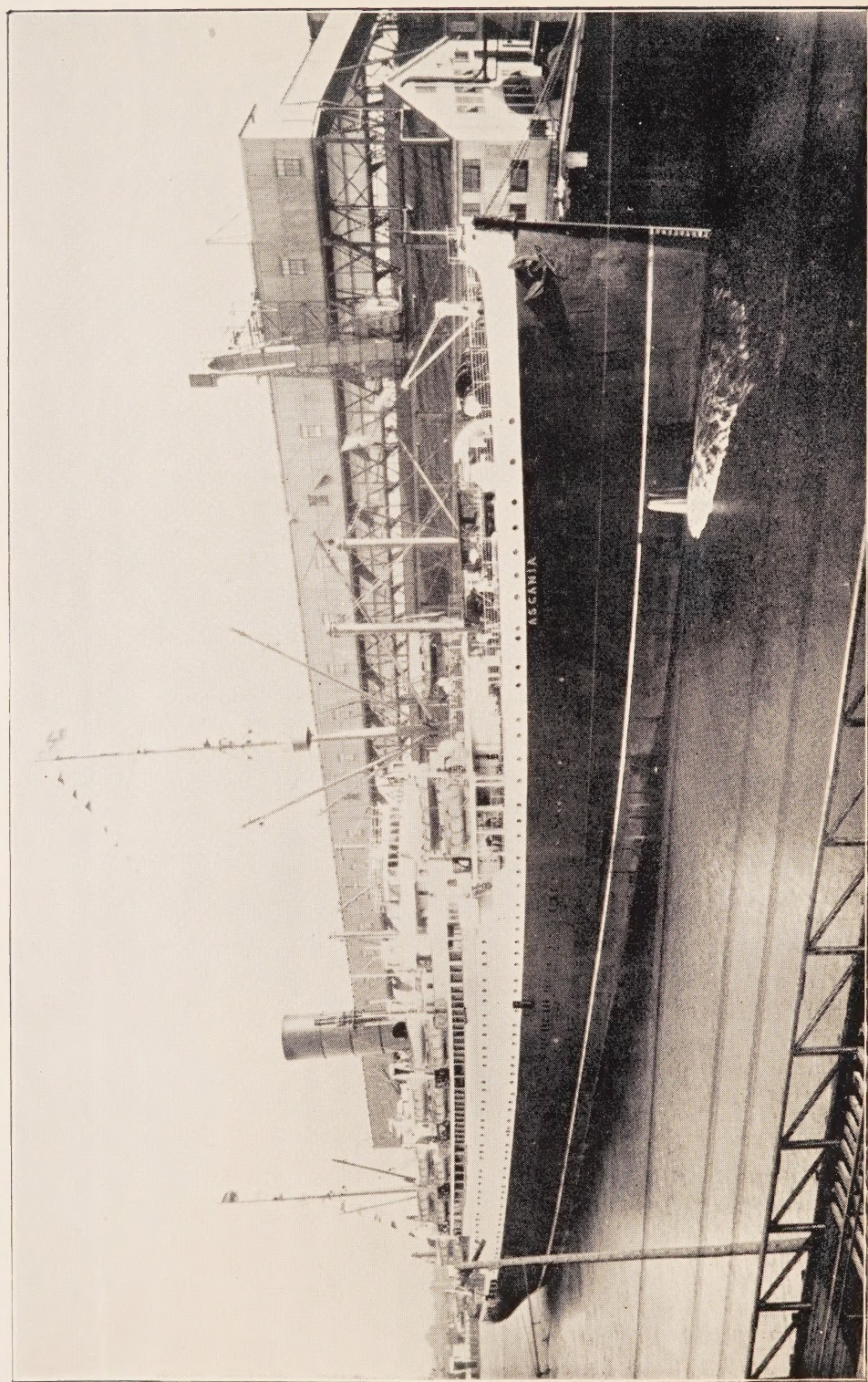
In addition to grain, the export decrease was particularly noticeable in automobile accessories and potatoes. There was some increase in the export of copper matte and wood pulp. In the imports, the decrease was noticeable in bananas, lumber and fuel oil. The only commodity that showed any perceptible increase was the import of coal from Britain.

### COASTWISE SERVICES

There was very little change in the coastwise services over the previous year. The usual services were well maintained, particularly between the Great Lakes and this port.

The principal commodities carried were flour and general merchandise, including manufactured goods and machinery.





S. S. "ASCANIA"—CUNARD LINE—AT BERTH NO. 7.



## WEST INDIES TRADE

The United Fruit Company commenced the usual banana imports early in May, but, unfortunately, owing to market conditions, this service was suspended in September. The fortnightly service in general merchandise, however, has been continued during the full year, the principal exports in this trade being manufactured goods, fish and automobiles.

## CATTLE

The number of cattle exported amounted to 1276, about 400 head less than the previous year. Towards the end of the year, however, there was every indication of a considerable increase in the shipments for the coming year.

The Canadian Pacific Railway Company's cattle shed in their Bay Shore Yard, erected late in 1931, has been in commission for the full year. Cattle for shipment are brought in cars from this shed direct to the wharf from which they are to be shipped.

## GRAIN

The export of grain during 1932 was four million bushels less than in 1931. This large decrease in grain shipments accounts largely for the low export tonnage as compared with previous years.

The opening of the winterport season, however, late in November, gave every indication of a considerable increase for 1933. The amount exported for December was about a million and a half bushels in excess of the corresponding month of the previous year.

## COAL

Owing to the large increase in the import of coals from Britain, and there being previously only one berth, namely No. 15, equipped with track on the face of the wharf at which coal could be loaded direct from vessel to railway cars, provision was tem-





VARIETY OF CANADIAN GOODS ASSEMBLED FOR SHIPMENT AT BERTH 16.



porarily made at No. 2 Berth. A track was laid on the face of the wharf, and since completion has been practically in continuous use by vessels unloading coal.

### NEW BUSINESS

The Commissioners have been in close touch with prospective new business, and have used every endeavour to encourage the establishment of new industries in the port.

During the year, negotiations have been carried on with a large oil company with a view to establishing an oil refinery on reclaimed ground at Courtenay Bay. No definite decision has yet been reached in this connection, but it is fully anticipated that early in 1933, definite arrangements will be completed.

### EASTERN STEAMSHIPS

Reeds Point Wharf, which, for a number of years, has been used by the Eastern Steamship Lines in the Boston service, was considerably improved and a new combination waiting and Customs inspection building erected.

On May first, a tri-weekly summer service was inaugurated with the new passenger and freight boat, the "Saint John", which was specially built for the tourist business. This business continued from 1st May until 31st October, when the bi-weekly winter service was put into effect, with the "Evangeline." Both vessels are well appointed for passenger service, and in addition have large accommodation for automobiles.

### CONVEYOR GALLERIES

On 17th November, an amount of \$156,940.00 was authorized to be expended in order to increase the grain loading facilities at Berths 5, 6, 7 and 16, West Saint John.

At each of the above berths there was provided in the original reconstruction programme, one ship loader, and at No. 15 Berth, two ship loaders.

The new work involved the installation of one additional grain unloader at each of these berths, together with additional rubber



COMPLETED PIER AND QUAY WALL. NEW ONE AND ONE-HALF MILLION BUSHEL ELEVATOR AT EXTREME LEFT.  
REMOVAL OF COFFERDAM IN FOREGROUND.



belting, motors and other equipment. Work was commenced immediately after approval by the Governor-in-Council, and it is expected will be fully completed by the 28th February 1933.

The installation of this additional equipment will double the loading capacity at each of the berths, and make possible quicker despatch to grain steamers, and thus avoid delays and congestion to other shipping.

### NEW FACILITIES

The pier and quay wall, which have been under construction by contract since 1928, were completed early in November, and the work of removing the cofferdam is now well under way. The pier is 700' in length and 300' in width, and the quay wall is 857'6" in length. The extra accommodation which will be provided by the pier and quay wall will be four vessels, with a maximum draft of 35 feet at low water. During the year, plans were prepared for the full completion and putting in service of these works. This involves the construction of two transit sheds on the pier, each 600' long by 95' wide and one transit shed on the quay wall, 740' long by 95' wide, all of fireproof construction, the erection and equipment of grain conveyor galleries in conjunction with these sheds, and also the linking up of the new elevator with the present Canadian Pacific elevator and the galleries to the various berths. When these works are fully completed, it will then be possible to load grain from either elevator to any berth in the West Saint John terminals.

### DREDGING

#### DEEP WATER BERTHS

Dredging, amounting to 66,000 cu.yds., was carried out during the summer months at the various deep water berths, West Saint John, and Long Wharf.

For the past number of years, it has only been found necessary to dredge once in every two years. The amount of silt coming in varies with the frequency and direction of storms.



FIRE TUG "CITADELLE"—PUMPING CAPACITY 2900 GALLONS PER MINUTE FROM ELEVEN JETS. EXTREME REACH, 250 FEET.



## ENTRANCE CHANNEL

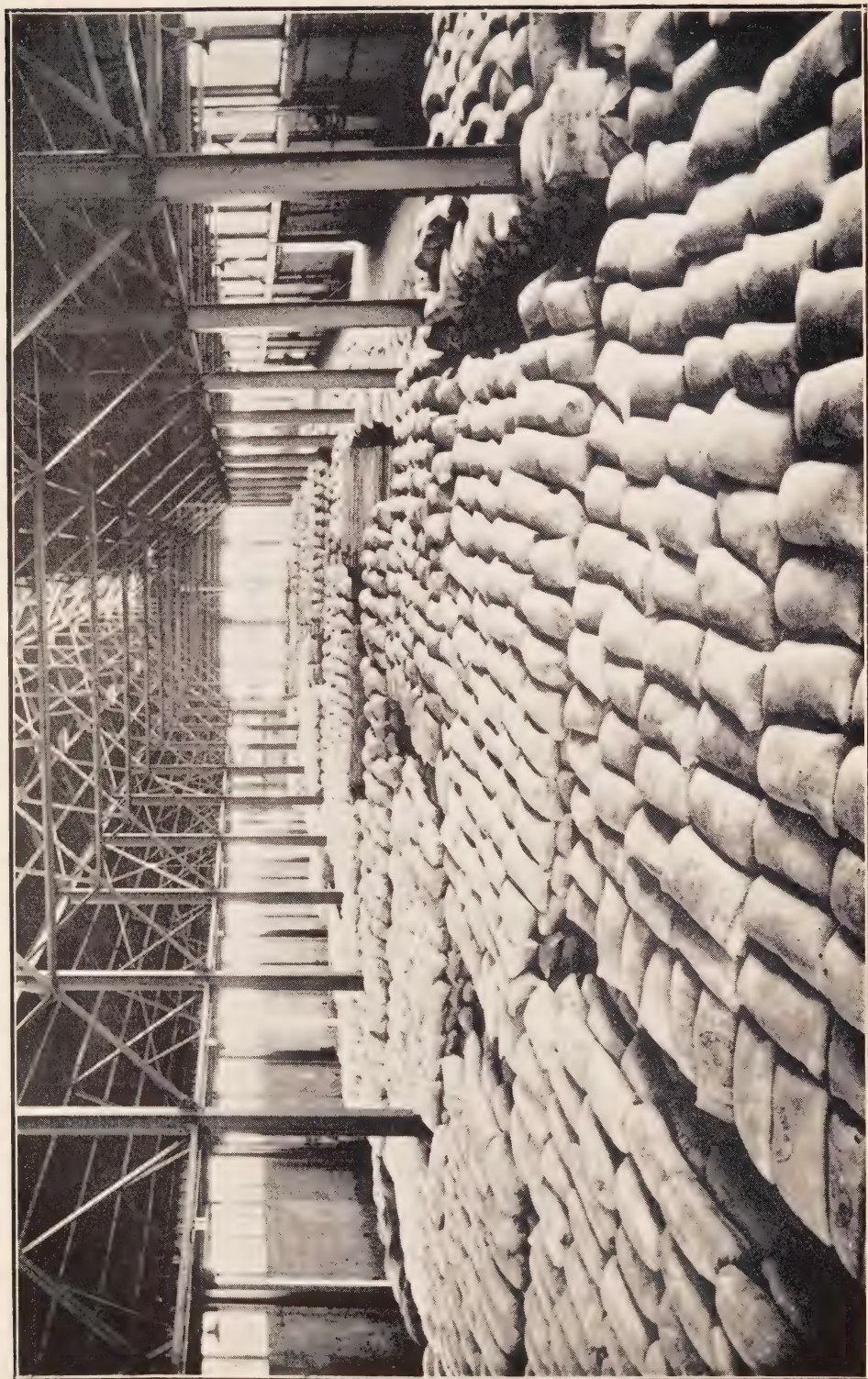
The Department of Public Works have, for the past two years, been carrying out, under contract, rock dredging in the main channel. This work is now about 75% completed, and when finally completed, there will be considerable improvement in the alignment of the channel entrance.

## FIRE PROTECTION

At the close of the St. Lawrence navigation, the Canadian Government fire tug "Citadelle" was transferred from Quebec to Saint John. This tug was specially designed and built by the Marine Department for towing and fire protection purposes. It has a length of 120', draft of 11'6" and a speed of 12 knots per hour. It is oil-burning and develops 1200 h.p. The pumping capacity for fire purposes is eleven jets and 270,000 gallons of water per hour.

The vessel is fully manned with a crew of fourteen, is under steam continuously, and when at her berth is connected with telephone and has been available to work in conjunction with the City of Saint John Fire Department, in the event of fire breaking out on the water front. Fortunately, her services as a fire tug were not required.

The tug has been of considerable service in towing, particularly where we have been obliged, at our own expense, to shift vessels to different berths in order to avoid congestion.



FIREPROOF SHED FILLED WITH FLOUR AWAITING SHIPMENT OVERSEAS.



## POLICE

The entire harbour property is patrolled, day and night, by an efficient police force, consisting of a chief, five sergeants and twenty-one men.

The men receive periodic fire drill and make daily inspection of the fire fighting equipment installed in the various sheds. They are also trained in first aid and during the year attended to several accident cases.

The Canadian Pacific Railway also maintain their own police force at Berths Nos. 6 and 16, West Saint John, and through the combined efforts of both forces, pilferage at the docks has been practically eliminated.

## COMPARATIVE TONNAGE — 1928-32

IMPORTS		EXPORTS		
YEAR	TOTAL	GRAIN	GENERALS	TOTAL
1928	578,477	655,240	493,013	1,148,253
1929	657,796	676,297	512,127	1,188,424
1930	681,314	280,591	443,713	724,304
1931	596,596	301,344	382,737	684,081
1932	554,859	179,402	367,440	546,842

IMPORT TONNAGE THROUGH THE PORT OF SAINT JOHN  
JANUARY 1, 1932 TO DECEMBER 31, 1932.

COMMODITY	TONNAGE	COMMODITY	TONNAGE
Acids, Various.....	797	Lumber, soft.....	649
Asbestos.....	16	Lumber, hard.....	11,909
Aluminium.....	327	Liquors.....	1,261
Automobile Accessories....	1,033	Lead, Various.....	262
Art Silk.....	323	Leather.....	141
Bananas.....	10,780	Linens.....	716
Beans.....	161	Linoleums.....	78
Bricks.....	987	Linings.....	17
Books.....	206	Merchandise, General.....	56,936
Coal, Hard.....	109,806	Molasses.....	9,136
Coal, Soft.....	73,171	Machinery.....	2,164
Canned Goods.....	662	Meats.....	60
Corn, Bulk & Bags.....	14,376	Nutmegs.....	25
Cocoa.....	1,962	Nuts.....	968
Cocoanuts.....	451	Oil, Castor.....	112
Crockeryware, China, etc..	2,979	“ Olive.....	257
Cottons.....	3,571	“ Cod Liver.....	191
Confectionery.....	248	“ Cocoanuts.....	38
Cheese.....	152	“ Cottonseed.....	172
Coffee.....	397	“ Lubricating.....	241
Copper.....	618	“ Linseed.....	56
Carpets.....	828	“ Fuel.....	14,982
Cereals.....	158	“ Kerosene.....	7,329
Dates.....	667	Olives.....	392
Dyes.....	633	Paper, Wall.....	145
Dry Goods.....	1,571	Paper, Wrapping.....	303
Dress Goods.....	20	Rice.....	1,045
Fertilizer.....	34,394	Sugar, Raw.....	78,280
Fireclay.....	107	Sulphur.....	1,400
Fish.....	311	Salt.....	3,929
Fuller's Earth.....	82	Steel, Various.....	11,688
Fruits & Vegetables.....	6,158	Soap.....	75
Footwear.....	260	Seeds.....	614
Flour.....	3,499	Shrubbery.....	2,058
Feed.....	3,054	Tea.....	3,400
Gasoline.....	43,812	Tin, Various.....	6,301
Glass, Window.....	4,038	Toys.....	349
Gloves.....	97	Tiling.....	236
Gunnies.....	150	Tobacco.....	94
Hops.....	87	Towels.....	260
Hosiery.....	149	Tallow.....	785
Hats.....	878	Woollens.....	3,826
Hardware.....	277	Whiting.....	439
Handkerchiefs.....	48	Yarns.....	3,131
Iron, Various.....	3,426		
Jute.....	682	Total Tons.....	554,859



EXPORT TONNAGE THROUGH THE PORT OF SAINT JOHN  
JANUARY 1, 1932 TO DECEMBER 31, 1932

COMMODITY	TONNAGE	COMMODITY	TONNAGE
Automobile Accessories. . . . .	13,395	Meats. . . . .	11,983
Apples. . . . .	4,923	Milk, Condensed. . . . .	1,453
Asbestos. . . . .	995	Machinery. . . . .	420
Acids, Various. . . . .	3,101	Meal, Fish. . . . .	83
Aluminium. . . . .	162	Meal, Oilcake. . . . .	45
Beans. . . . .	50	Match Blocks. . . . .	214
Beaverboard. . . . .	1,666	Macaroni. . . . .	35
Brooms & Brushes. . . . .	75	Malt. . . . .	173
Boxboard. . . . .	1,106	Nails. . . . .	548
Cheese. . . . .	978	Oil, Fuel. . . . .	218
Cereals. . . . .	8,784	Oil, Cod Liver. . . . .	25
Canned Goods. . . . .	2,399	Oil, Lubricating. . . . .	195
Copper Matte. . . . .	14,764	Potatoes. . . . .	10,349
Copper, Various. . . . .	4,604	Pulpwood. . . . .	212
Coal, Bunker. . . . .	920	Paper, Newsprint. . . . .	25,591
Coffee. . . . .	3	“ Wrapping. . . . .	1,801
Cattle. . . . .	817	“ Wall. . . . .	62
Cornmeal. . . . .	826	Piling. . . . .	885
Fish. . . . .	5,989	Pipe, Galvanized. . . . .	220
Flour. . . . .	55,048	Phosphorus. . . . .	50
Footwear. . . . .	1,504	Sugar, Refined. . . . .	30,381
Feed. . . . .	771	Shingles. . . . .	1,549
Grain. . . . .	179,402	Seeds. . . . .	2,275
Hay. . . . .	1,003	Soap. . . . .	337
Hops. . . . .	722	Splints. . . . .	1,047
Implements, Agriculture. . . . .	1,234	Shooks. . . . .	1,282
Iron, Various. . . . .	82	Starch. . . . .	356
Ingots, Spelter. . . . .	335	Stoves. . . . .	330
Ketchup. . . . .	290	Timber, Heavy. . . . .	553
Laths. . . . .	663	Tea. . . . .	117
Lumber, hard. . . . .	24,335	Tobacco. . . . .	2,589
Lumber, soft. . . . .	10,881	Twine. . . . .	56
Last Blocks. . . . .	1,485	Vinegar. . . . .	24
Lard. . . . .	15,913	Woodpulp. . . . .	12,328
Leather. . . . .	87	Wallboard. . . . .	1,139
Liquor. . . . .	178	Zinc. . . . .	806
Lead. . . . .	560		
Merchandise, General. . . . .	77,081	Total Tons. . . . .	546,842



NEW BRUNSWICK POTATOES IN FROSTPROOF WAREHOUSE. AWAITING SHIPMENT TO WEST INDIES.



THE NATIONALITIES AND NET TONNAGE OF SEA-GOING VESSELS  
ARRIVING IN THE PORT OF SAINT JOHN,  
1931

Nationality	No. of Vessels	Tonnage
American.....	59	159,682
British.....	231	842,831
Danish.....	19	23,110
Dutch.....	..	.....
French.....	..	.....
German.....	8	10,967
Greek.....	1	3,147
Hondurian.....	1	3,034
Italian.....	10	32,269
Japanese.....	..	.....
Norwegian.....	112	152,024
Panamanian.....	11	22,087
Swedish.....	13	14,827
	465	1,263,978

1932

Nationality	No. of Vessels	Tonnage
American.....	93	265,004
British.....	225	838,265
Danish.....	10	15,630
Dutch.....	..	.....
French.....	1	4,164
German.....	20	59,035
Greek.....	..	.....
Italian.....	6	19,844
Japanese.....	..	.....
Norwegian.....	78	97,066
Panamanian.....	12	13,449
Swedish.....	21	44,954
	466	1,357,411

# PORT OF SAINT JOHN CUSTOMS RETURN OF INCOMING VESSELS

	TRANSATLANTIC				COASTWISE*		TOTAL	
	No. of Vessels	Tons Register	Tons Freight	In Ballast		No. of Vessels		Tons Register
				No. of Vessels	Tons Register			
1916-17.....	449	879,013	377,678	600	461,420	434,181	1,774,614	
1917-18.....	318	693,801	233,494	663	387,329	391,921	1,473,051	
1918-19.....	213	470,637	202,043	333	413,037	355,606	1,239,280	
1919-20.....	264	742,540	269,406	339	364,861	381,606	1,489,007	
1920-21.....	286	740,045	290,942	535	291,774	405,108	1,436,927	
1921-22.....	381	823,756	442,426	270	185,862	350,093	1,359,711	
1922-23.....	388	925,852	501,460	465	269,437	422,099	1,617,388	
1923-24.....	427	926,310	443,884	502	166,990	409,015	1,502,315	
1924-25.....	423	969,150	405,533	381	222,892	426,767	1,618,809	
1925-26.....	464	1,044,742	529,209	394	366,208	396,342	1,807,292	
1926-27.....	448	1,053,473	507,584	684	461,723	440,056	1,955,252	
1927-28.....	509	1,097,731	437,152	459	237,797	382,548	1,718,076	
1928-29.....	565	1,119,425	423,034	717	339,895	400,422	1,859,742	
1929-30.....	403	1,163,031	497,853	409	162,077	407,542	1,732,650	
1930-31.....	350	1,088,403	455,312	369	239,277	670,736	1,998,416	
1931-32.....	336	996,847	378,728	336	217,918	846,009	2,060,774	

\*Coastwise freight not available.



# PORT OF SAINT JOHN CUSTOMS RETURN OF OUTGOING VESSELS

	TRANSATLANTIC				COASTWISE*		TOTAL	
	No. of Vessels	Tons Register	Tons Freight	In Ballast		No. of Vessels	Tons Register	No. of Vessels
				No. of Vessels	Tons Register			
1916-17.....	852	1,075,543	1,342,997	78	44,595	1,995	621,265	2,925
1917-18.....	803	876,756	1,577,769	73	41,451	1,872	533,975	2,748
1918-19.....	438	772,466	1,173,740	64	50,668	1,588	378,872	2,090
1919-20.....	527	978,683	1,281,788	85	59,193	1,531	432,749	2,143
1920-21.....	679	851,802	843,068	107	61,398	1,826	542,112	2,612
1921-22.....	448	739,792	674,198	118	81,424	1,669	538,467	2,235
1922-23.....	662	955,756	894,540	125	70,161	1,921	587,617	2,708
1923-24.....	697	927,312	858,016	162	84,928	1,897	575,902	2,756
1924-25.....	585	961,545	822,462	122	66,815	1,932	602,198	2,639
1925-26.....	604	1,111,389	860,143	162	103,447	1,779	577,716	2,545
1926-27.....	749	1,404,972	1,204,974	206	112,104	1,976	616,641	2,931
1927-28.....	594	1,004,897	972,409	239	66,571	1,950	662,300	2,783
1928-29.....	868	1,054,554	1,277,466	194	101,839	2,112	713,914	3,174
1929-30.....	535	871,659	694,233	134	98,027	1,979	747,362	2,648
1930-31.....	472	968,689	714,539	114	79,260	1,770	937,018	2,356
1931-32.....	390	846,359	583,558	177	90,724	1,639	1,146,982	2,206

(NOTE.—When a transatlantic vessel leaves Saint John to call at Halifax, it is “coastwise” and no record is kept by the Customs of the tonnage.)

\*Coastwise freight not available.

# SUMMARY OF GRAIN HANDLED

22

RECEIPTS				DELIVERIES			
	Canadian Grain	American Grain	Total Bushels	Canadian Grain	American Grain	Total Bushels	
1931—							
January.....	2,965,905	56,885	3,000,790	2,839,469	44,261	2,883,730	
February.....	2,754,419	117,035	2,871,454	2,973,360	119,826	3,093,186	
March.....	2,532,415	101,159	2,633,574	2,531,373	120,944	2,652,317	
April.....	1,014,724	15,133	1,029,857	1,255,815	26,633	1,282,448	
May.....							
June.....							
July.....							
August.....							
September.....							
October.....							
November.....							
December.....	379,995	130,154	510,149	314,650	128,703	443,353	
	9,645,458	400,366	10,045,824	9,914,667	440,367	10,355,034	
1932—							
January.....	845,858	190,716	1,034,574	763,468	185,858	949,326	
February.....	696,096	373,059	1,069,155	470,764	379,941	850,705	
March.....	1,104,189	446,297	1,550,486	1,518,435	856,957	2,355,392	
April.....	21,391	432,371	453,762	44,788	304,767	349,555	
May.....							
June.....							
July.....							
August.....							
September.....							
October.....	358,019		358,019				
November.....	2,453,871		2,453,871	1,805,885		1,805,885	
December.....							
	5,477,424	1,442,443	6,919,867	4,603,338	1,707,523	6,310,861	



## GRAIN DELIVERIES — Saint John Harbour.

	Canadian Grain	American Grain	Total Bushels
January . . . . 1928	1,071,382	2,652,332	3,723,714
February . . . . .	1,960,503	2,220,652	4,181,155
March . . . . .	2,670,136	1,787,058	4,457,194
April . . . . .	2,352,082	921,975	3,274,057
November . . . . .	5,600	75,900	81,500
December . . . . .	2,963,838	4,530,311	7,494,149
	11,023,541	12,188,228	23,211,769
January . . . . 1929	3,688,159	5,233,626	8,921,875
February . . . . .	2,817,066	2,669,822	5,486,888
March . . . . .	2,099,233	2,400,553	4,499,786
April . . . . .	1,736,587	1,977,939	3,714,526
November . . . . .			
December . . . . .	247,421	260,000	507,421
	10,588,466	12,541,940	23,130,406
January . . . . 1930	707,017	597,788	1,304,805
February . . . . .	1,157,885	785,397	1,943,282
March . . . . .	1,469,004	1,143,065	2,612,069
April . . . . .	917,771	918,662	1,836,433
November . . . . .			
December . . . . .	1,491,430	205,550	1,696,980
	5,743,107	3,650,462	9,393,569
January . . . . 1931	2,839,469	44,261	2,883,730
February . . . . .	2,973,360	119,826	3,093,186
March . . . . .	2,531,373	120,944	2,652,317
April . . . . .	1,255,815	26,633	1,282,448
November . . . . .			
December . . . . .	314,650	128,703	443,353
	9,914,667	440,367	10,355,034
January . . . . 1932	763,468	185,858	949,326
February . . . . .	470,764	379,941	850,705
March . . . . .	1,518,435	836,957	2,355,392
April . . . . .	44,788	304,767	349,555
November . . . . .			
December . . . . .	1,805,883		1,805,883
	4,603,338	1,707,523	6,310,861

## DIMENSIONS OF WHARVES AND SHEDS

### ON THE EAST, OR CITY SIDE, OF THE HARBOUR:

	LENGTH	SHED APPROX.	AREA SQ. FT.
Reed's Point Wharf	w 410 feet s 240 "	170'x150'	25,575
New Pier Wharf	450 "	300'x70'	18,766
Pettingill Wharf	325 "	370'x70'	25,693
McLeod Wharf	375 "	330'x70'	22,704
Long Wharf	w 590 " e 545 "	500'x120'	56,900
	2,935 "		149,638

### ON THE WEST SIDE OF THE HARBOUR:

Berth No. 2	460 ft. (for coal discharging)	
Berth No. 5	520 " ... 440'x70'	27,620
Berth No. 6	780 " ... 720'x70'	48,125
Berth No. 7	1,055 " ... 500'x70'	33,000
Berth No. 14	385 " ... 235'x94.5'	24,300
Berth No. 15	870 " ... 705'x94.5'	67,000
Berth No. 16	800 " ... 720'x94.5'	65,500
Berth No. 17	800 " ... 400'x91'	34,500
Navy Island Quay Wall	857'6"	
New Pier, North & South	700'	
	7,227'6"	300,045

## GRAIN ELEVATORS AND CONVEYORS

	Capacity	Conveyor Galleries
East Side of Harbour:		
C.N.R. Elevator	500,000 bush.	1460 ft.
West Side of Harbour:		
C.P.R. Elevator "B"	1,000,000 "	6515 "
Harbour Commissioners' Elevator	1,500,000 "	.. "
	3,000,000 "	7975 "







